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TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD VEHICLES, part II

ENGINE DIESELING (All 1968 Ford Vehicles)

Engine dieseling is most often caused by engine idle speed above specifications.

Adjust the engine curb idle speed in accordance with the specification chart. The following items can be secondary contributing factors and should also be checked.

1. Ignition Timing - Set the ignition timing as specified with all vacuum lines disconnected and plugged at the distributor.
2. Idle Repeatability - With the engine running, slowly open and release the throttle to be sure the engine consistently returns to the specified curb idle speed. If curb idle repeatability is a problem -

Determine if throttle cable adjustment is the problem cause by rechecking throttle return with the cable disconnected at the carburetor ball stud. Also, if the cable end which attaches to the ball stud turns 180 degrees at the accelerator pedal and to eliminate a twist in the cable when attached.

Check dashpot adjustment.

On 4V carburetor equipped units, the bowl vent adjustment may be improper. If the carburetor bowl opens more than 1/16 inch at curb idle, engine idle repeatability may be affected.

Check the carburetor return spring adjustment.

3. Gasoline - Fuel of inadequate octane can cause dieseling.
4. Hot Idle Compensator (4V Units Only) - This valve opens at high engine temperatures causing the engine RPM to increase. If this valve is bent or deformed and opens prematurely, dieseling could occur as a result of the higher engine speed.

If a driver reports dieseling only following short trips (1 to 2 miles) with a cold engine, the unit is most probably being shut off during choke operation with the choke fast idle in effect. This can be minimized by properly adjusting the choke fast idle speed and checking related choke adjustments (choke cover setting, piston pulldown clearance and fast idle cam clearance). Under remote circumstances, where a problem unit with automatic transmission is frequently subjected to these "cold engine short trip" driving conditions, this problem will not likely occur if the ignition is shut off prior to placing the transmission in "Park" position.

ACCESS TO REAR INNER DUAL TIRE AIR VALVE (1967-68 F & P 350/400 with dual rear wheels)

A valve extension and lock nut kit is available in service stock to improve accessibility to the rear inner dual tire valve stem. This is a product improvement and as such is a customer purchase item.

The kit part number is C7TZ-1705-A and may be installed in the following manner:

1. Remove valve core from the existing inner tire.
2. Install lock nut on the valve stem and thread to the bottom.
3. Install extension assembly over the stem and position end for optimum accessibility.
4. Tighten lock nut to insure an air tight connection.

ERRATIC OPERATION OF THE TEMPERATURE AND OIL PRESSURE GAUGES (1968 Ford Broncos built between 1-1-68 and 3-20-68)

Some 1968 Broncos may experience erratic operation of the temperature and oil pressure gauges. At cold engine starts the temperature gauge indicates approximately 200 degrees and the oil pressure gauge indicates zero. This condition can be caused by wires crossed in the multiple connector of the dash to headlamp wiring assembly.

Service correction may be performed by referring to the 1968 Bronco Shop Manual, Group 19, Figure 2, Items "G" and "L" and reversing the wiring leads, Circuit Numbers 31 and 39 on the instrument cluster.

SPARK PLUG (All 1968 Ford 302, 390, and 428 CID engines except the 390-4V GT, 428 Police Interceptor and 428 Cobra-Jet packages)

The specified spark plug for all 1968 302, 390, and 428 CID engines except the 390-4V GT, 428 Police Interceptor and 428 Cobra-Jet packages has been changed from Autolite Model BF-32 to BF-42.

Distribution:

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